

Association (CIAA), on his tremendous leadership as head of the nation's oldest African-American college athletic conference.

Mr. Kerry, a resident of Chesapeake, Virginia, is now in his fourteenth year as Commissioner of the CIAA. In that time he has brought the conference from a largely regional entity to a hugely popular and highly respected athletic organization with national appeal.

After graduating from Norfolk State University with a degree in Business Administration, Mr. Kerry served proudly in the United States Army and Army Reserve, rising to the rank of Captain.

Upon completion of his military service, Mr. Kerry rose through the ranks of corporate banking serving as vice president of Sovran Bank.

Mr. Kerry implemented his extensive banking experience as a part-time volunteer with the CIAA, where he restructured the conference's financial organization. Within six months Kerry had left banking behind and became the CIAA business manager.

With a penchant for numbers and a natural business sense, Mr. Kerry became an obvious choice for the position of interim commissioner of the CIAA, a position he took in May of 1989. He later became full-time commissioner in February 1990.

Under Kerry's guidance the CIAA has blossomed and become a leader in athletic competition. Through unwavering support of the conference and its athletes, Mr. Kerry has led unprecedented fundraising efforts to develop the CIAA and increase its accessibility for both student athletes and sport enthusiasts alike.

Quickly becoming one of the nation's premier collegiate competitions, the CIAA basketball tournament is among the region's most highly anticipated annual sporting events. As Commissioner, Mr. Kerry has overseen the growth of the tournament rise from a spectator base of about 10,000 to its current attendance of over 80,000. The tournament now enjoys nationwide television coverage and vast corporate sponsorship.

Because of Mr. Kerry's resounding success, he is now the longest-tenured commissioner of a historically black college or university athletic conference. Mr. Kerry continues to advocate education as well as athletics and the students of the CIAA have benefited immensely from his leadership.

Mr. Speaker, please join me in honoring Commissioner Leon Kerry for his leadership in collegiate athletics, his commitment to student athletes and the many contributions he has made to his community.

PERSONAL EXPLANATION

HON. JENNIFER DUNN

OF WASHINGTON

IN THE HOUSE OF REPRESENTATIVES

Wednesday, February 11, 2004

Ms. DUNN. Mr. Speaker, I missed rollcall vote No. 20 because I was unavoidably detained. Had I been here, I would have voted "aye."

SECURE EXISTING AVIATION LOOPHOLES (SEAL) ACT

HON. EDWARD J. MARKEY

OF MASSACHUSETTS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, February 11, 2004

Mr. MARKEY. Mr. Speaker, more than two and one-half years after the terrorist attacks on September 11, 2001, dangerous gaps still persist in the Nation's aviation security system. Today, I am introducing the Secure Existing Aviation Loopholes (SEAL) Act to address the pressing security problems that continue to threaten the safety of airline passengers and crew members.

INSPECTION OF CARGO CARRIED ABOARD PASSENGER AIRCRAFT

Twenty-two percent of all the cargo that is shipped by air in the United States is transported aboard passenger aircraft, amounting to about 2.8 million tons of cargo loaded aboard passenger airplanes each year. The Department of Homeland Security does not routinely inspect cargo transported on passenger planes. Instead, the Department relies on paperwork checks of manifests as part of the Department's flawed Known Shipper Program and random physical inspections that are randomly verified by the Department. This cargo loophole in aviation security has been repeatedly exploited. For example, in September 2003, a shipping clerk packed himself inside a wooden crate and shipped himself undetected from New York to Texas aboard a cargo plane, and Pan Am Flight 103 was brought down in 1988 over Lockerbie, Scotland by a bomb contained in unscreened baggage.

The SEAL Act requires 100 percent physical inspection of cargo that is transported on passenger planes. The costs of physical screening, estimated to be comparable to the \$1.8 billion funding level for screening checked baggage, would be offset by a cargo security fee, similar to the fee that passenger pay for security measures when they purchase airline tickets.

FEDERAL AIR MARSHALS

Ten transatlantic flights were canceled over the weekend of January 31–February 1, 2004 due to heightened fears of a possible Al Qaeda attack, and 16 international flights were canceled or delayed over the Christmas and New Year's holidays as a result of specific intelligence that the flights might be terrorist targets. The cancellations resulted when some European carriers such as Air France and British Airways refused to place armed marshals onboard and instead opted to cancel the flights. There are no international standards to define what constitutes proper training for air marshals. Consequently, air marshals on flights that originate overseas and are bound for the U.S. may have different training that could be inconsistent with best practices.

The SEAL Act prohibits foreign air carriers from taking off or landing in the United States unless a Federal air marshal or an equivalent officer of the government of the foreign country is onboard, in cases when the Secretary of Homeland Security requests that an air marshal or officer of a foreign country travel on the flight.

Given intelligence indicating that terrorist may try to commandeer all-cargo planes and crash them into nuclear power plants and

other critical infrastructure in the U.S., the SEAL Act provides authority for Federal Air Marshals to travel aboard cargo aircraft, as needed. The Federal Air Marshal Service does not currently have this authority.

IMPROVED AVIATION SECURITY

Flight Attendants

Flight attendants do not have a discreet, secure and wireless method of communicating with pilots in the cockpit, with air marshals who may be onboard the aircraft or with authorities on the ground. Flight attendants must rely on telephones affixed to the interior of the passenger cabin if they need to communicate with pilots via phone or with authorities on the ground. These phones can be easily disabled. Flight attendants do not have a method of communicating via phone with air marshals onboard. On American Airlines Flight 11, which was crashed into the Pentagon on September 11th, flight attendants were unable to communicate by phone with the cockpit. The Homeland Security Act of 2002 included the directive that carriers' provide flight attendants with a secure, wireless method of communicating with pilots, but this provision was inserted in a voluntary section of the Aviation Transportation Security Act.

The SEAL Act makes mandatory the provision of wireless communication systems for flight crew and air marshals.

Crew Training

Prior to the September 11th terrorist attacks, air carrier responsibilities for security and anti-hijacking training for flight crews were set forth in the Air Carrier Standard Security Program, also known as the Common Strategy. The Common Strategy was originally developed in the 1980s, and it emphasized accommodation of hijackers' demands, delaying tactics, and safely landing the airplane. It advised air crews to refrain from trying to overpower or negotiate with the hijackers. On September 11th, the Common Strategy offered no defense against the tactics employed by the hijackers of Flights 11, 77, 93, and 175.

Enacted on December 12, 2003, Vision 100—Century of Aviation Reauthorization Act (PL 108–176) made voluntary many of the important elements of self-defense training for crew members that had been mandatory in Section 1403 of the Homeland Security Act of 2002 (PL 107–296). Training in the following tactics is voluntary under Section 603 of the 2003 aviation reauthorization, but had been mandatory in Section 1403 of the Homeland Security Act:

The SEAL Act will reinstate the requirement established in the Homeland Security Act to make counter-terror training for aircraft crew mandatory.

International Cooperation on Aviation Security

The cancellation of more than two dozen international flights since December 2003 suggests significant disagreement between the U.S. and some foreign nations over the best way to respond to terrorist threats to aviation security. In January 2003, Asa Hutchinson, Undersecretary of Border and Transportation Security in the Department of Homeland Security, met with European officials to discuss aviation security measures, including the use of air marshals on international flights to the U.S. No agreement was reached with European governments on the placement of air marshals on U.S.-bound flights in cases when intelligence about terrorist threats against flights is received.